

Feb. 8.

The foregoing is the gist of the fisheries dispute on a basis of hard business fact. It is set forth here, not in the spirit of special pleading, or even of argument, but as explanatory of a situation either vaguely understood, or misunderstood, or not understood at all. These matters are the A. B. C. of the discussion, perfectly well known to Gloucester, almost unintelligible to the rest of the country.

The Fishermen Have Another Claim On the Clemency

of this government, which cannot be set forth so glibly in cents and fractions. When these men, among them Captain Peeples and Captain William H. Thomas (Tommy Bohlin would have gone, if he had been left alive), started for Washington, things looked as if they were survivors of an age that is rapidly drawing to a close on this coast. Their errand was amusing; it was gallant; it was a bit tragic. Were they leading a losing fight? So might the British have thought when the great-grandfathers of these very men set out to help the colonies win their independence. Out of the New England fishing fleet sprang the United States navy. And if the United States navy today were in want of seamen, the New England fishing fleet could furnish men whom, for skill, courage and daring, the fleets of the world (we have the word of foreigners for it) could scarcely match. Were these Gloucester men leading a forlorn hope? The sea, on one of the roughest coasts of the planet, has made forlorn hopes their daily task. To any but them, earning a living on Grand Banks would be not a forlorn hope, but a sentence any humane judge would hesitate to impose. They were men like these who were urged by Mr. Taft not to be frightened by ghosts.

This nation has grazed too long in the fat pastures inland. It needs to remember a few of the buffets of the sea. This is not allegory; it is fact. The country will pay dearly some day for its neglect of the merchant marine, and the circumstance of the passage of the insignificant ocean mail bill on the day when Gloucester was asking not to have its fleet diplomatically off the seas was not the least striking historical coincidence.

Did we suppose this to be a sectional dispute? It is nation-wide in a sense which will not be fully understood for a score of years, or more. It is nation-wide in another sense which will be understood as soon as the West and South realize, point by point, that Gloucester's case is their own."

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Lunenburg, N. S., Fish Notes.

The sch. Lila D. Young, reported ashore Friday, was taken off safely and now lies at wharf of John B. Young, undamaged.

Schs. Clintonia and Tasmania have hauled up to the wharf of W. C. Smith & Co. Ltd., where they are fitting out for the spring fishing trip.

Started on Season's Work.

Sch. Natalie J. Nelson, which was sold to Provincetown parties last fall and taken there for winter quarters, took on ice yesterday and made ready to start on her first trip under new ownership.

Fitting For Pollock Seining.

Sch. Lafayette is fitting for pollock seining under command of Capt. Douglass McLean.

On the Railways.

The steamer Geisha is on Parkhurst's railways.

Halibut Fare at Portland.

Sch. Monitor of this port, arrived at Portland, Me., this forenoon, with 20,000 pounds of halibut.

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Sch. Pontiac Making Good Trips.

Sch. Pontiac, Capt. Enos Nickerson, has been doing big of late. The Capt. dodged out from here, and fished Monday and was at T wharf yesterday with 12,000 pounds of fish and received \$800. Capt. Nickerson has been among the fortunate ones the last month. He made two trips to the Georges and two to shore grounds, and stocked between \$4000 and \$5000, and each member of his crew received as share \$152 for the four trips.

GLOUCESTER MEN BUYING HERRING.

SENDING FISH BY RAIL TO PORT AUX BASQUES TO LOAD VESSELS.

The Bay of Islands, N. F., Western Star, has the following interesting herring items:

"The Constellation has on board about 500 barrels frozen herring.

"On Saturday there was good herring fishing off Meadow.

"Besides the Gloucester firms there are several local firms buying herring.

"There was good herring fishing Monday between Meadows and Halfway Point.

"The Americans buying herring here, have shipped seven carloads to Port aux Basques this week.

"Large quantities of herring are being shipped both east and west by local firms. One person alone wants 10 carloads.

"Large shipment of herring went from here by Tuesday night's freight train for the South Coast, for bait purposes.

"The Nova Scotia sch. Earl V. S., Capt. Israel Zinc, met ice off Port au Port last week and returned to Middle Arm.

"Big catches of herring were taken off Chid's Point on Monday. Some fishermen secured over 15 barrels to the net.

"There was good fishing at upper part of Humber Arm the first of this week and off Curling some fair catches have been made.

"The representatives of the three Gloucester firms buying herring here at present joined up last week. They want 21 carloads of herring to load the vessels now waiting at Port aux Basques.

"The crew of the Gloucester sch. Constellation left for Gloucester Friday. The schooner is hard and fast in the ice down the Humber and there she is likely to remain till spring.

"Some of the fishermen who attempted to go to their nets Tuesday morning, went astray in the storm and experienced much difficulty in reaching the shore.

The Gloucester herring combination now operating here find the present method convenient for effecting a settlement of some outstanding accounts.

How the Fishery Is Now Prosecuted.

"The herring fishery is prosecuted at present in Bay of Islands in the following manner: The fish are caught by residents with nets set through the ice. The herrings are then bought by local firms and by agents for American firms. The Gloucester buyers load their purchases on board railway cars and ship them to Port aux Basques where they have American vessels awaiting to convey them to Boston, New York and other ports as the product of the fisheries of the United States. The local firms ship their purchases to various places including Chicago, Philadelphia, St. Louis, Nova Scotia, New Brunswick, Montreal, South Coast, and St. John's.

"Forty cents per hundred on the ice is the price paid to the fishermen for the herring. Then teamsters are paid 10 cents per hundred for hauling them to the premises or railway station; while laborers are paid 20 cents per hour for packing and loading them on board cars."

Belleoram Fleet Preparing for Early Trips.

A dispatch from Belleoram, Fortune Bay, N. F., says:

"Quite a busy move is now on here, our people are now shipping crews, getting vessels ready, and competition in purchasing herring for bait puts everybody on the alert. About the 10th of February some vessels will be starting for the Western codfishery, the present outlook for high prices for cod in the spring has started the fishermen in a bit earlier than usual. All the green fish that was landed here last fall has been sold to American firms. Sch. Acme, Capt. J. R. Critchell loaded here, and arrived in Boston a few days ago, she had a good run up. Several cargoes of frozen herring will be ready this week if the present frosty weather continues."

Herring at Halifax.

The schooner Pearl Evelyn arrived at Halifax from Belleoram, Newfoundland, on Saturday with 340 barrels of frozen herring, and the schooner Emma White arrived from the Banks with 1300 pounds of fresh fish.

Sch. Strathcona, with frozen herring, has also arrived there from Bay of Islands, N. F.

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STORM TIED UP FISHING FLEET.

THREE OF THE MARKET FLEET LANDED SMALL CATCHES YESTERDAY.

There have been no arrivals here since last report, and the big fleet of market boats were still tied up at the wharves this morning.

Yesterday afternoon sch. Buema, with a good trip on board, started for Boston and was gone about an hour and came beating back up the harbor. Last night, after it cleared up, Capt. O'Brien, knowing that fish would be fish at T wharf today, determinedly started out again and got there in time to sell with the early ones this morning.

Yesterday afternoon schs. Rose Standish, Annie and Jennie and Leo of the market fleet, which had been laying here during the storm, landed small catches here.

Gloucester Arrivals.

The receipts in detail are:

Sch. Leo, shore, 1000 lbs. fresh fish.

Sch. Annie and Jennie, shore, 1000 lbs. fresh fish.

Sch. Rose Standish, shore, 2500 lbs. fresh fish.

Vessels Sailed.

Sch. Georgia, pollock seining.

Sch. Marguerite Haskins, pollock seining.

Sch. Grace Otis, pollock seining.

Steamer Nomad, pollock seining.

Steamer Quoddy, pollock seining.

Steamer Pet, pollock seining.

Steamer Bessie M. Dugan, pollock seining.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 13c per lb., for white, 10 1/2c for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

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Making Long Trip.

Nearly a month out from Newport News with a cargo of coal for Wiscasset, Me., the Boston three-masted sch. Sullivan Sawin, carrying Captain Lawry and a crew of six men, has been unreported since sailing. That was Jan. 11, and under ordinary conditions the schooner should have made the trip in about a week.

The Sawin is one of the best known crafts of the coasting fleet and a frequent visitor here.

It may be that the Sawin was blown to sea and is working her way back, but the consignees of her cargo express considerable anxiety for her safety.

The sch. Sullivan Sawin is 36 years old, and of 676 gross tons register. She was built in Bath, Me., and is owned in Boston.

Lost Gear Reported Picked Up.

The owners of sch. Josephine De Costa at Boston, received word yesterday from Capt. Manuel Perry that he had arrived at Provincetown, but had left 40 tubs of gear out on the fishing grounds as the storm was so bad that he did not dare send the crew out after it again. Later it was reported that Capt. Jere Shea had come to Provincetown with sch. Regina, and that finding the gear abandoned and likely to be lost, his men had hauled it and brought it in. This was not confirmed, but the owners hope it is true as it means a saving of over \$500 for Capt. Perry and his men if the gear was picked up.

LAST CRAFT FROM BAY OF ISLANDS.

Sch. Clintonia Tried to Make Port au Basques But Ice Prevented.

The last vessel to leave Bay of Islands, N. F., this season, quitting there only the day before the gulf ice came down and closed the bay until next spring, sch. Clintonia, Capt. Louis Wharton, arrived here yesterday afternoon with a partial cargo of frozen herring.

It had been the intention of Capt. Wharton to go to Port au Basques and there take on the herring of the frozen sch. Clintonia, which were to be shipped to the latter port by rail for him, but after fighting for eight days with gales and ice floes, he was obliged to give up the attempt and head for home.

Capt. Wharton reports leaving Bay of Islands on Tuesday, January 24, the day the last of the big fleet got away. We made ice in the gulf, both slob and drift ice, and says that some

of it was thick. He had to take a chance, not being able to make a good offing into the gulf on account of meeting the ice so handily in, and work down along the dangerous, mountainous shore.

He had no time to spare, for when he came by Cape St. George he was close in and the edge of the ice pack was but 12 miles from the land. He was not delayed in the gulf, however, having a good chance out and Wednesday night found him out by Cape Ray.

Then he tried for eight days to get to Port au Basques, but caught the heaviest kind of weather and struck ice also, and at last gave up the task. From then on he bucked gales and head winds all the way up the Cape Shore, and finally last Saturday made Shelburne, N. S., after encountering another heavy blow. After coming out from there he had more heavy weather and got the full benefit of Thursday's blizzard coming across the Bay of Fundy.

HERRING FISHERS MADE GOOD MONEY

Some Bonne Bay Men Have Made \$500 Each Since November 1.

A St. John's, N. F., dispatch says that according to late messages received the herring fishery at Bay of Islands and Bonne bay is now finished, after what might be considered a financial success, though the total catch is short of last years.

In Bonne bay and Bay of Islands, Captains Bonia and Carter, who were agents for Gloucester firms paid out in gold \$75,000, the former expending \$45,000, and the latter \$30,000. Capt. Bonia, who is agent for the Gorton-Pew Fisheries Company, had 19 cargoes of salt herring, and six cargoes of the frozen article shipped to Gloucester. The expenditure of \$30,000 by Capt. Carter, included the purchase of some green codfish, which mostly was secured from the fishermen of Bonne bay.

While, as we said before, the total catch is short, the high prices paid have offset the shortage, as will be seen by the following list of the money made by a few of the catchers at Bonne bay since November 1:

Boat.	Crew.	Amt.
Albert White's,	3 men	\$1,100
Richard Caine's,	3 men	1,200
Albert Follett's,	3 men	1,000
James Tuffs',	3 men	1,100
W. H. Mudge's,	3 men	900
Solomon Wilton's,	3 men	800
Alfred Halfyard's,	3 men	700
William Tuffs',	3 men	900
Herbert Taylor's,	4 men	1,300
Jonathan Meere's,	2 men	800
William Stickley's,	2 men	700
Morgan Anderson's,	3 men	900
Oliver Halfyard's,	2 men	1,000
John Kennedy's,	3 men	900
Sam Hutchings',	2 men	500
W. Pike's,	2 men	400
Arthur Ingraham's,	2 men	500

And 80 other boats with three and

two fishers, each made from \$200 to \$500 each boat.

Herring Cargo for Halifax.

The schooner Jessie M., owned by C. F. Bishop & Company, of Burin, N. F., has sailed for Halifax with a full cargo of frozen herring. The herrings were taken in Placentia bay, and the cargo is the first to leave there in several years. Herring have been fairly plentiful during the last month in parts of Placentia bay, and of a very large size. Bishops & Company are also loading the schooner Ionia at Ragged Islands, Placentia Bay, with a frozen cargo for Boston.

NEW ADVERTISEMENTS TODAY.

Harpel Brothers, credit for all, Friday and Saturday bargains at Simon Gordon's.
Mortgagee's sale of real estate.
Nursing wanted by experienced nurse.
Household furniture and a graphophone for sale cheap.
Continued sale, Ford & Wass.
Stock taking sale at Armstrong's.
Big show, Butman & French.
Great stock of valentines at the "Old Corner" bookstore.
Rapid clearing sale at Spurr's.
Citation, estate of Henry A. Norwood.
Laxative Curative Cough Syrup.
Citation, estate of Emma F. Thompson.
Clearance sale at the White Front Remnant Store.
Makes colds or gripe vanish.
Hearing on committee on public lighting.
Boston Store, week-end sale.
Costume Valentine party and dance.
C. W. Luce & Co., specials for Friday.
Olympia theatre programme.
For loss of appetite, use Hood's Sarsaparilla.
Cleveland's Baking Powder.

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Good Haddock Stocks.

Sch. Mooanam, Capt. Hugh Quinlan stocked \$2000 as the result of her recent haddock trip the crew sharing \$45.

Schs. Cynthia, Capt. Geoffrey Thomas, and Lucania, Capt. Wallace Bruce, stocked \$1300 each on the recent haddock trips, the crews sharing \$27 to a man.

Good Trips for Yarmouth, N. S., Schooner.

Sch. Dorothy M. Smart, Capt. Harry Ross, arrived at Yarmouth, N. S., Monday morning from Digby, where she discharged \$6,000 mixed fish, which stocked \$2,212. This brings the Smart's stock of \$10,500 since October 15.

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Br. Steamer Scotsburn Sailed.

The British steamer Scotsburn, which has been at this port from Cape Breton with a cargo of salt cod for Davis Bros., sailed for Boston yesterday to take on a general cargo for Halifax, N. S.

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First of Trawl Bank Fleet.

Sch. Helen G. Wells, Capt. John Hackett sailed this morning on a salt trawl bank codfishing trip being the first of the fleet to get away this season. She is making a very early start, but others will soon follow.

ARRIVALS FEW, SAILINGS MANY.

FORTY-THREE VESSELS TAKE ADVANTAGE OF SIGN OF GOOD WEATHER.

Arrivals are few and sailings are many today, in fact the going out fleet is the largest of the season, no less than 43 crafts taking advantage of the first sign of good weather for many days to make a dash for the fishing grounds.

Yesterday afternoon sch. Agnes came in from Quero bank with a few halibut and sch. Harmony got in in the evening with a small fare of fresh fish. The story of the hard experiences of these two crafts and how they came near not reaching port at all is told in another column.

Sch. Clintonia came in yesterday afternoon also, with a part fare of frozen herring from Bay of Islands. Like every other vessel out the past two weeks she had her share of all the bad weather there was going.

Schs. Elk and Selma are up from Portland and sch. Senator Saulsbury, from Georges handling is crawling along outside the Point, there being practically no wind, and will get in this afternoon. She has had some of that hard weather too, for her foresail is gone.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Agnes, Quero Bank, 5000 lbs. halibut, 5000 lbs. salt fish.

Sch. Clintonia, Bay of Islands, 350 bbls. frozen herring, 37 bbls. pickled herring.

Sch. Harmony, Georges, 26,000 lbs. fresh fish.

Sch. Teazer, via Boston.

Sch. Elk, via Portland.

Sch. Selma, via Portland.

Sch. Mettacomet, shore.

Sch. Senator Saulsbury, Georges, halibuting.

Sch. Frances P. Mesquita, shore.

Vessels Sailed.

Sch. Mary A. Gleason, Georges handling.

Sch. Carrie C., Georges handling.

Sch. Harvard, Georges handling.

Sch. Marsala, Georges handling.

Sch. Kineo, halibuting.

Sch. Senator, halibuting.

Sch. Mooween, halibuting.

Sch. Waldo L. Stream, halibuting.

Sch. Ingomar, haddocking.

Sch. Slade Gorton, haddocking.

Sch. Morning Star, haddocking.

Sch. Winnifred, haddocking.

Sch. Mary DeCosta, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Walter P. Goulart, haddocking.

Sch. Ida S. Brooks, haddocking.

Sch. Emily Sears, haddocking.

Sch. Rita A. Viator, haddocking.

Sch. Emily Cooney, haddocking.

Sch. Annie and Jennie, haddocking.

Sch. Harriett, haddocking.

Sch. Jeanette, haddocking.

Sch. Rebecca, haddocking.

Sch. Elva L. Spurling, haddocking.

Sch. Nokomis, haddocking.

Sch. Leo, haddocking.

Sch. Rose Standish, haddocking.

Sch. Helen G. Wells, salt bank trawling.

Sch. Premier, Boston.

Sch. Bohemia, Boston.

Sch. Olympia, pollock seining.

Sch. Margie Smith, pollock seining.

Steamer Geisha, pollock seining.

Steamer Bessie M. Dugan, pollock seining.

Steamer Bethulia, pollock seining.

Steamer Pet, pollock seining.

Steamer Elthier, pollock seining.

Steamer Bryda F., pollock seining.

Steamer Mystery, pollock seining.

Steamer Mascot, pollock seining.

Sch. Mettacomet, pollock seining.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut, 13c per lb., for white, 10 1/2 c for gray, with the heads off.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 30c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.30 per cwt.; hake, \$1.30

per cwt.; dressed pollock, \$1.30 per

cwt.; round pollock, \$1.20 per cwt.

Georges handline salt cod, \$5.55 for

large and \$5.50 for medium.

Feb. 9.

AND THEY STILL TALK FREE FISH.

New York Opinion Seems to Be Divided on the Great Question.

Comments of the Press and of Public Men Upon the Measure.

Opinions still continue on the question of the admission of free fish from Canada to the United States, and particular attention is given to the Gloucester contention. As before, and as has been evident to our readers, the majority of opinion seems to be against the local position. Some of the opinions which we have recently noted are given below:

New York Opinions.

The Fishing Gazette says:

"The question of admitting Canadian fish duty free, as proposed in the pending reciprocity treaty, is variously viewed in the trade, although outside of Gloucester the opposition is far from formidable.

"Edgar J. Metzger, manager of the William Haaker Co., New York, said: 'Reciprocity with Canada will be of very great benefit to the country, not only in the matter of fish, but in other food products. I cannot see how anyone will be really injured.'

"B. G. Gilchrist, manager of the Gorton-Pew Fisheries Co. branch in New York, said: 'One of the best arguments against the proposal for free fish is the fact that Canadians favor it with such enthusiasm. Certainly it will be a bad blow to the great industry at Gloucester. If people would only investigate the situation I believe they would favor protection for the fishing industry. Now, if you take the inside duty and wipe it out, what real difference would it make to the consumer? The average family does not use 100 pounds of fish in a year. That amounts to, say, 75 cents—really a trifle, comparatively. It looks as if our northern neighbors had got a great deal and had given nothing in return.'

"Frank M. Woodward, of Thomas Woodward & Son, said: 'It seems to us that if fish were admitted duty free from Nova Scotia and other parts of Canada, it would not take very long for the general markets to adjust themselves in such a way that nobody would suffer. As regards Gloucester, the question is so theoretical that it is hard to determine yet whether the effect will be detrimental or not. Vessel owners there seem to think it is going to injure them; but certainly the producers will have the opportunity of getting larger supplies from the British provinces. The export trade is not likely to be influenced one way or another, except in this particular, that it will give dealers in American cities a chance to handle their fish a little easier.'

"F. J. McAlpine, manager of the Buckeye Fish Co., in an interview regarding the Cleveland interests, said: 'The effect will be slight in our market, and the product will be handled without making any difference; but the reciprocal privilege calls for a greater change in the reduction of the tariff on twine. I find my twine bill last year is \$1260 in excess of what a Canadian's cost would be in handling the same outfit. Therefore, an equilization is more than necessary. It is imperative, if we are to work on fair terms with our brothers across the border.'

"L. A. Ranney, of the firm of Ranney Bros., I am naturally a free trader, but I strenuously object to giving Canadians overtopping advantages. The duty of one-quarter cent off fish calls for a 42-cent tariff off linen thread.'

"E. T. Case, president and manager of the Case Fish Co.: 'The reciprocity treaty will have little or no effect on the fish industry in Cleveland. However, it is cheaper to produce fish on the Canadian side, because materials and labor are less there. About 90 per cent. of the fish caught in Canada are

shipped to the United States at present, and a large percentage of the fresh caught is sent to Eastern New York. I have been asked by Gloucester people to come east and protest, but declined. It is a question if the reciprocity measure will pass the Congress this year any way, and we have ample time to thresh the question out to a final issue before it can become a law.'

"Manager Flanigan, of the Booth Fisheries Co., said: 'Providing we fish on equal terms—that is, regulating the cost of production—no wrong can ensue by permitting Canada-caught fish to be landed free on our side.'

"Paul North, president of the Ohio Fish and Game Commission: 'The reduction of the tariff of one-quarter cent will make little or no difference one way or the other. Ohio prices for fish

goods will rule, and the Canadians may make occasional shipments and receive our prices. Certainly, no fish can be landed at Ohio ports within the prescribed dates, so there will be no advantage in that direction.'

"A Baltimore correspondent of the Fishing Gazette writes: 'While all the leading fish dealers are following with interest the Canadian reciprocity treaty now before Congress, from a business standpoint Baltimore will not be affected to any extent. Comparatively little fish is brought direct to Baltimore from Canada, nor is much fresh fish from this city shipped to the latter country. Some of the dealers are inclined to look favorably on the reciprocity proposition. They point out the lower prices for Canadian fish which would follow the adoption of the treaty, and this might develop a larger market for the Northern fish in Baltimore and the territory tributary to the city.'

"There is little interest in the treaty from a business standpoint among the fish merchants of Baltimore,' said Edward B. Wayman, manager for the A. Booth Company. 'There is very little direct business done with Canada.'

"Should the treaty go into effect,' said Mr. Kemp Hoen, 'it might result in a little better business in Baltimore for Canadian fish, as with the exemption from the tariff the fish could be sold cheaper. There is no particular interest here in the matter, however.'

"William Sessions, of A. D. Sessions & Co.; Harry Albaugh, of E. W. Albaugh & Son; J. Morris Fowler, of R. L. Brown & Co., and other fish dealers, were of the opinion that Baltimore would not be affected."

Reciprocity and Fish.

Thomas O. Marvin, assistant secretary of the Home Market club, is out with a long protest against the Canadian reciprocity agreement. He quotes statistics to show the magnitude of some of the interests affected by the proposed abolition and reduction of duties. However, the mere publication of a list of the number of farms and the value of farm products in each state, or even of the number of persons engaged in the fisheries and the value of the fish they catch, does not afford a convincing argument in this connection. Everybody understands that our agricultural interests are vast and that our fisheries, despite the decline experienced in certain sections, are still important. What the public is looking for is not general figures of that sort, but facts and logic that will tend to show what the effect of the proposed agreement will be upon these interests. Mr. Marvin, of course, will not contend that they would be wiped out entirely by Canadian competition. How extensive and severe, then, is the competition likely to be, and what offsetting advantages, if any, may be looked for?

For example, Mr. Marvin tells us that the number employed in the fisheries in Massachusetts in 1908 was 11,577, and that the value of their

product amounted to \$7,095,229. These figures, however, do not relate merely to "raw" fish taken from the sea and sold. Much of the product, on the other hand, is dried, canned, and put up in various forms before it is placed on the market. This part of the industry is conducted in well-established manufacturing along our coast. It is possible that the manufacturing end of the industry will be advantaged by free fish, being enabled to buy cheaper raw material from Canada, extend the sale of the products and bring larger profit in the end. At the same time, the fishing vessels along our coast will scarcely cease entirely from their activities, even in Massachusetts waters, and still less should we expect to discover such a tendency on the Great lakes and the Pacific coast, where the supply of fish is still abundant.

On the whole, it is not clear that the interests that supply us with raw and prepared fish will be injured greatly or at all by the removal of the duty. On the other hand, the provision of a larger and cheaper supply of fish in its raw state ought to be of material advantage to the great army of consumers, unless prices are kept up artificially by a fish combine.

Mr. Marvin says: 'It is in accordance with a long-established American policy that our import duties should more fully protect those items upon which the larger amount of labor is expended.' He points out that, under the present law, manufactured and partly manufactured products comprise the bulk of our imports upon which duties are levied and that food-stuffs are already very largely free of duty. To follow out Mr. Marvin's own logic, is not the nature of the proposed agreement consistent with our past policy? Lumber, grain, cattle and fish are not products in which the labor factor counts for a high percentage of the value, as compared to a great many other things, the cost of production being largely dependent upon natural conditions rather than enterprise and skill. Does Mr. Marvin contend that our policy in this regard has been all wrong? If it is not wrong, may we not consistently carry the same policy further and enable our people to turn unrestrictedly to Canada for the enlargement of the supply sources of those necessities that necessarily can be produced more cheaply in a new and sparsely settled country, where rapid growth of population has not yet severely drained the natural resources?—Springfield Union.

Interest of the Consumer.

That provision in the proposed arrangement with Canada which puts fish on the free list is clearly in the interest of the fish consumer. What will be its effect upon the American fishermen cannot be known until it is tried, and, in spite of the fear which many of the Gloucester folk profess, it is believed by many well informed persons that their apprehension of serious harm is unwarranted. It may be that it costs our people more than it does the Canadians to catch fish and cure it, and that therefore some readjustments may be necessary, but it does not follow that the business will become extinct. Against this contingency is the certainty, or at least probability, that fish will be made cheaper to those who buy it. Also it should result in increasing what may be called the manufacturing end of the business, the preparation of cod

on the Atlantic coast and the canning salmon on the Pacific. This is a consideration of importance. Codfish as it is desicated and put up in Gloucester commands a fancy price in the market and its sale is constantly increasing. The feature of the industry alone is worth cultivating and it is safe to say it will take care of more hands than are forced to go idle because of Canadian competition. At any rate the experiment proposed in the agreement deserves a trial.—Lowell Courier Citizen.

Congressman Ames Joyful Over the Situation.

If the result of the senatorial election in Massachusetts was disappointing to Congressman Ames he does not show it in Washington, where he has resumed his activities as a legislator. The congressman is all smiles, and some of them are occasioned by the gratification he feels over the reciprocity arrangement President Taft and Secretary Knox have effected with Canada.

Mr. Ames believes that Mr. Ames of a year ago has been justified, and that those who then opposed him are confounded. Their confusion is consequently especially pleasing in his eyes. A year ago the congressman circulated a petition on the floor of the house, asking the ways and means committee to report out a resolution Mr. Ames had introduced calling upon the president and the state depart-

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ment to start negotiations for a treaty of reciprocity with Canada. The ways and means committee was not disposed to favor him. Mr. Ames procured 81 signatures of congressmen, soliciting the ways and means committee to report out the resolution, and it is well to remember that fact these days.

In course of time, Mr. Ames presented the petition thus lengthily signed to the committee, but Chairman Payne said: "The fact that you have votes makes your case no stronger than before." Action was refused.

It is all very different now. At this very moment the same ways and means committee is considering a Canadian reciprocity measure. And Mr. Ames is extremely happy.

Mr. Ames, by the way, owns considerable wharfage property in Gloucester, but he does not fear at all any limitation of its commercial value by reason of the fish clause in the Canadian agreement. On the contrary, he believes Gloucester will so prosper that wharfage values will become enhanced.

Senator Crane's Position.

The Washington correspondent of the Boston Advertiser sends the following to his paper:

"When the reciprocity agreement with Canada was announced there were some foolish enough to say that Senator Crane was opposed to it and would be found working against it, and also Senator Lodge would be found engaged in that task. It was assumed that just because a Massachusetts industry, that of fishing, was hit, the whole state would be opposed to the agreement, and its representatives in congress. Thus was the stand of Senator Crane settled for him.

"But there were others who knew better. Senator Crane naturally is for the agreement, which is a Taft policy and a republican achievement—a republican promise. However, it is early to say that Senator Crane has become active in the senate for the Canadian agreement, working there for its ratification in the form of law through the passage of the McCall bill. The senator has not yet become that active, for the time has not yet arrived. The matter lies in the senate embryonic. The senators are making up their minds and it is not believed good policy to force them.

"It is believed that the minds of the senators can best be influenced by public opinion, and it is well assumed in Washington that this will become stronger day by day in asserting itself in approval of the treaty. Therefore, the position of the agreement in the senate is improved by going a bit slow and looking for the psychological moment when to begin to cinch favorable action on the treaty.

"The president has been advised not yet to begin his active propaganda among the senators in favor of the treaty, for fear precipitous action on his part would be premature and damage the cause, and for the same reason Senator Crane has not yet become an active agent directing the forces to a conclusion making for ratification. Just at present in the senate a little delay, a little inactivity, make of themselves a powerful leaven."

The Cod and the Flag.

It is a fearsome thing to see a cod-fish rampant at the peak and a star-spangled banner at halfmast. Even more disquieting is it to observe the cod's tail smartly upturned in defiance while the old flag hangs limply with the jack down. Our fellow citizens at Gloucester must be profoundly moved when their noblest sentiments find expressions as these.

The cod was the forerunner of American aristocracy. He boasts no Norman blood and his name is emblazoned in no Domesday Book, but New England heraldry has celebrated him for generations. Even discriminating Boston has defied him, and a creature, which in New York is boiled and served with egg-sauce is at the Hub, enshrined upon the altars of liberty and guarded by the holy vestals.

That is to say, these honors are paid to the Yankee cod caught or bought in Canadian waters by fishermen cruising under the American flag. A plain, ordinary Canadian cod introduced by a native of the Dominion, is not only rejected by good society in Massachusetts, but if he insists upon landing he is taxed at the custom house at the rate of three-quarters of a cent a pound.

From all this it will appear that the cod, like many another aristocrat, derives his coronet and his pretensions from privilege. It is a privilege and not the cod that has been disturbed. Fresh, salted, shredded and in balls, the sacred fish still reposes in Gloucester's bosom, its lineage unquestion-

ed, its past at least secure. Nothing is the matter with the codfish aristocracy except the proposal by Mr. Taft to take away the three-quarters of a cents a pound.—New York World.

Waiting for Chance to Slap Gloucester.

The Washington correspondent of Practical Politics says:

"As a matter of fact, the only genuine breach of protection is in free fish, and this President Taft has defended by the frank free trade argument that although it may embarrass the Gloucester fishermen it will make fish cheaper to the people of the country. The doctrine of free trade in spots does not set well with the professional protectionists and it is a fairly safe prediction that the bill cannot go through the senate, although it is likely to pass the House.

"As a matter of inside fact, it does not make much difference to a majority of congress whether Gloucester is united or divided on the fish question. It is sad to relate but it is the truth, that a lot of wicked statesmen in the House, probably a majority, are waiting their chance to slug Gloucester and hope they will get it in the Canadian bill. This is not because of any feeling against Congressman Gardner, who is very popular in the House, but is due to the belief that the Gloucester interests, through their representatives in congress, have held up tariff reductions all along the line for fear Gloucester would be hit. How near the truth this is you people up in Massachusetts can judge better than any one down here can tell you. As things look now the Canadian agreement will be reported out and go through the House but stick in the Senate.

"Filibusters are not popular, except with the sensational press and they usually get nowhere. But their chances are better this year than usual and only yesterday President Taft was informed by Senator Root that the Canadian treaty could not reach a vote in the Senate this session. It may be here explained, for the benefit of the layman, that nothing can reach a vote in the Senate, under the rules, until unanimous consent is obtained; and although the senators fret a good deal over this rule when their own pet measures are held up, they never will vote to abrogate the rule because of the extraordinary power over legislation it gives them."

Boon to Canada's Fisheries.

The fisheries industry of Canada, especially in the Maritime Provinces,

would be greatly benefited by the ratification of the proposed reciprocity agreement between the United States and Canada, in the opinion of J. F. Calder, one of the Dominion inspectors of fisheries. "The reciprocity arrangements, if carried out," said Mr. Calder, "will undoubtedly result in a great boom to the fishing industry. This is especially true in the case of smoked herring, an industry that was seriously crippled by the passage in the United States of the McKinley tariff bill. Under the new agreement smoked herring and the prepared boneless herring are to be admitted into the United States free of duty. This means the reopening of Canadian smoke houses, giving employment to a large number of laborers in the production of boneless herring. The fact that fish are to be mutually free will give our people the opportunity for the first time, of sidebuying fresh herring from the American side and then selling the Americans the prepared article." Mr. Calder said that he had just returned from a tour through Charlotte County, where he heard nothing but praise for the proposed agreement. "I find," he said, "a strong sentiment among those interested on the American side of the border. They believe like the Canadian fishermen, that the benefits will be mutual inasmuch as all will be permitted to buy fish where prices are lowest and sell where the highest prices are being offered."

WHAT MAY COME.

The more the tariff measures and the reciprocity measures are discussed the more apparent selfishness in business is concerned. We are not now discussing the Gloucester issue particularly. It is but natural that local interests should fight for their own protection. This has always been the case in tariff measures, and it is this spirit which has always made a satisfactory tariff bill so difficult of passage.

Just now Washington is interested in the discussion of the wood pulp schedule in the reciprocity measure. The American paper men say they do not want free trade in paper, and they say their business will suffer under it. Yet in the last tariff bill the duty on wood pulp was reduced in spite of the same productions and the price of paper is as huge as it ever was. The duty was taken off hides, but the prices of shoes did not go down. There may be room for the belief that duties may be taken off other commodities and the prices will not decline, in which case those who fear so much will be found to be mistaken.

If this is so then other causes than the tariff have bearing upon the question. It is inevitable that supply and demand plays an important part and there are other influences working for high prices. In this situation we predict this: That unless some concessions are made, unless some local interests are willing to take chances for the good of the whole, the American people will get actuated by a desire for retaliation and they will drive this country to free trade. This would be a calamity the effect of which would be so widespread as to make the damage from reciprocity seem insignificant. It would set back business to stagnation, and bring disaster, but the people who would bring it to pass would not think of this, for they would be so angry they would use little or no judgment. The men who are fighting reciprocity should have a care lest they bring us to evils far worse.

Portland Fish Notes.

Fish are scarce in Portland. They are scarce in Boston. Sea food is really shorter than it has been at any other time this winter.

Just at present the Portland market has very little fish of any kind on hand. None of the local fleet has been able to land a respectable sized fare for a week and it looks as if they would not for the rest of the week unless there is some pretty good weather. Monday the members of the local fleet attempted to make a setting, but they could not do so. Had it not been for the fresh fish brought in by the Gloucester vessels Elk and Selma Monday, the market would be practically depleted.

The tempestuous weather will also have its effect upon the lobster business. There is not much of a demand for the crustaceans at the present time, but if there were then the price would probably soar to an almost unapproachable figure. There has been no advance as yet, but it is expected there will be. The smackmen have been unable to visit their traps so that no lobsters can be secured from this source. The pounds are frozen up and the fish difficult to secure even from these. It is said there are about 100,000 lobsters in the pounds along the coast, about the normal supply, but they are very difficult to get because of the ice that encases the pounds.

The fishing steamer Carrie and Mildred will not go fishing for pollock as was intended last week. It is said that the pollock have disappeared. Instead of going after them the Carrie and Mildred will net for haddock. Nets will be set about 10 miles offshore near the whistling buoy and left there. The steamer will go to them every morning and bring in the fish as in the past.

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T WHARF FISH SUPPLY SHORT.

SMALL LOT OF HALIBUT BROUGHT FANCY PRICE OF 35 CENTS PER POUND.

Yesterday at T wharf four of the off-shore fleet arrived after our report and the price went off quite a bit, but was still good. This morning but three of the market boats showed up and they had but few fish altogether, so the supply is still short.

Of the fleet arriving yesterday afternoon the steam trawler Ripple had 58,000 pounds, getting \$4 for her haddock. She also had 300 weight of halibut, which brought the fancy figure of 35 cents per pound. Schs. Muriel and Eugenia had 40,000 pounds each, mostly haddock, and a few cod and sch. Flora S. Nickerson had a small catch.

The boats in this morning were schs. Valentina, Olive F. Hutchins and Mabel Bryson, and their fish sold quickly, haddock going for \$5.50, cod \$6.50 to \$7 and pollock \$5 to \$7.

Boston Arrivals.

The fares and prices in detail are: Steamer Ripple, 55,000 haddock, 1000 cod, 2000 pollock, 300 halibut. Sch. Muriel, 37,000 haddock, 3000 cod. Sch. Flora S. Nickerson, 12,000 haddock, 3000 cod. Sch. Mabel Bryson, 7000 cod. Sch. Olive F. Hutchins, 9000 haddock. Sch. Valentina, 1200 cod. Haddock, \$4 to \$5.50 per cwt.; cod, \$6.50 to \$7; pollock, \$5 to \$7; halibut, 35c per lb.

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There is never a loss without some small gain. Think of the advertising Gloucester is getting all over the country as being the centre of the fishing industry of the United States. And when the reciprocity bill passes, as we believe it will eventually, this advertising will help in the business of the future.

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Halibut Off Portland Harbor.

No halibut were caught off Portland harbor last summer. It seems to be rather late to be mentioning this circumstance, but as a matter of fact nobody happened to think of it until Monday when a bystander was watching the halibut being taken from the schs. Elk and Selma. Usually in the summer time, when the small boat men are out, a halibut or two is landed off the entrance to Portland harbor. The flat fish are found only occasionally, but it is a peculiar fact that hardly a summer passes but what several are secured. Last summer, however, there was not a one landed, not even a chicken halibut. Whether this was due to a decrease in the number of halibut, the presence of dogfish or the few men who were fishing is not known.

Lunenburg, N. S., Fish Notes.

Sch. J. B. Young, Capt. Himmelman, left Newfoundland on Friday with a full cargo of herring for Lunenburg.

The Lunenburg schooner Earle V. S., Captain Zinck, is reported frozen in the ice at Bay of Islands, Newfoundland.

Towed to This Port.

Sch. Teazer, which took out her fare of halibut at Boston yesterday, was towed here last night by the tug H. A. Mathis.